

1962 CHEVROLET





Front cover: Impala Sport Coupe in Surf Green.

Back cover: Impala 9 Passenger Station Wagon in Honduras Maroon.

Bel Air 4-Door Sedan in Honduras Maroon.

1962 Chevrolet

an elegant blend
of the tried and new

Here is a car that does justice to its tradition . . . the '62 full-sized Chevrolet. It's the new beauty with Jet-smooth ride. In it, you will see many of the enduring qualities that have consistently made Chevrolet America's most popular car. You'll see the same concern for craftsmanship, inside and out. You'll find the same basic engineering excellence. Even the same sensible size people liked so much last year. *But you'll have to look mighty hard to find anything that isn't brand spanking new in its clean-lined looks and luxurious appointments.* On the road, it looks longer and more elegant. That's the result of a beautifully planned and executed styling concept. Each new flowing line and body sculpturing adds to its handcrafted appearance. Inside, fabrics and trim achieve a new level of luxury. There are new engines, and Chevrolet's De Luxe Air Flow Heater and Defroster is standard equipment for '62. And when it comes to money-saving features, Chevrolet, as always, is thinking of you. The '62 Chevrolet has been designed with new inner fenders up front that protect against rust, and new corrosion-resistant mufflers for longer life. These are the reasons—tradition teamed with advancement—why in 1962 *there's a new world of worth from Chevrolet!*



Impala Sport Sedan in Silver Blue.



If you really care about luxury in a car, take a close look at the car that was made for you. Impala seat fabrics are of the finest quality. Tufted bolster in seat backs are made of velvety cloth in all models except Convertibles. Leather-grain vinyl trim and bright-aluminum front seat end panels add the finishing touches. Custom-length armrests have built-in ashtrays in the rear compartment. Special Impala steering wheel is two-toned, and has bright metal rings between the colors. Front doors of all models feature circular safety reflectors.

Impala Sport Coupe in Autumn Gold.



Impala

fashioned for a new
measure of excellence

We're pretty proud of this year's Impala. A rare combination of qualities mark it as just about the finest automobile investment you can make. Its crisp, long lines accented with tasteful bright metal trim have created a new look of richness. For 1962, each Impala model has its own distinctive roof line—topped by the exclusive convertible-contoured hardtop of the new Impala Sport Coupe. Slim-pillar design graces 4-Door Sedans. Inside, you enjoy the comfort of extra-thick foam-cushioned seats, upholstered in rich fabrics and leather-soft vinyl, with deep-twist carpeting beneath your feet. And Impala equipment matches that of the costliest of cars. Electric clock, parking brake warning light, back-up lights and finger-tip door releases built into extra-long armrests are all standard. In every way, '62 Impala has the elegance of the expensive cars—without the expense.



Impala 4-Door Sedan in Surf Green.



Impala Sport Sedan in Twilight Blue.

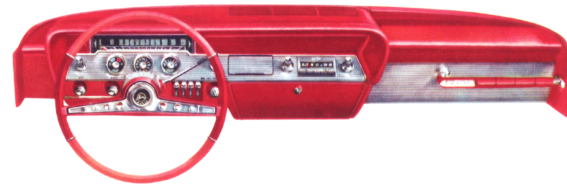


Chevrolet's Impala Convertible is elegance designed for fun in the sun. Seats are upholstered in a combination of leather-grain and new patterned vinyl; colorful side panels are also all vinyl. Soft, deep carpeting covers the floor. Seven interiors are available—fawn, aqua, blue, green, gold, black and red (illustrated at right)—keyed to exterior color. Automatic front courtesy lights, and all other standard Impala equipment, are yours on the Convertible. Top made of tough, weathertight Chevrolon fabric.

Impala Convertible in Roman Red.

Impala Super Sport . . . personalized version of Chevrolet's most elegant series—Chevrolet's special Impala Super Sport equipment* gives you a unique opportunity to combine sports car style and features with full-size room and comfort. It is available for both the Impala Sport Coupe and Impala Convertible and includes: front bucket seats; leather-soft vinyl throughout; sports car assist bar; between-seat console with locking compartment; patterned aluminum body side molding insert; wheel covers with knock-off hub styling; plus distinctive Super Sport identification. You can gear up the go to match the sporty look with Chevrolet's many performance options*. Choose from one of Chevrolet's four optional V8's (ranging from 250 h.p. to 409 h.p.) and such high-performance equipment as 4-Speed Synchro-Mesh transmission, sintered-metallic brake linings, heavy-duty springs and shocks, 8.00 x 14 tires and electric tachometer.

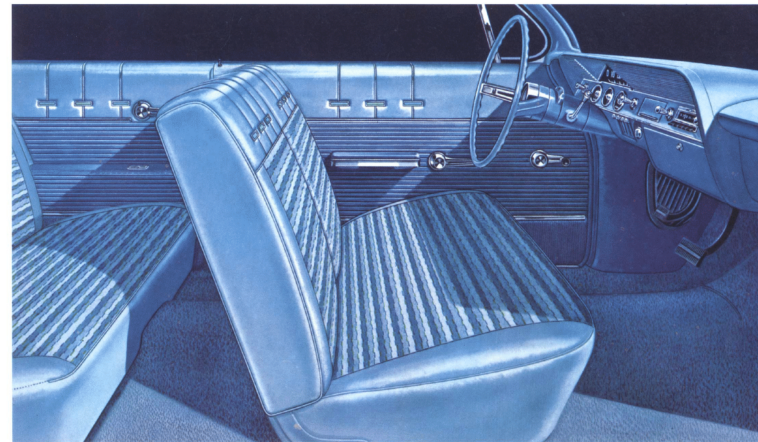
**Optional at extra cost.*





Bel Air Sport Coupe in Ermine White.

Sit in any '62 Bel Air with your eyes closed, and you'd have a tough time guessing its price. Foam-cushioned seats, fully carpeted floor and plush upholstery give the comfort of a car costing much more. Eyes open, and you'll be even more impressed. Beautiful fabrics are combined with supple vinyl seat and side panel trim. Inset in the seat bolsters and side trim are smart complementary color accents. De luxe twin-styled door handles and window cranks, plus bright-based long armrests, add to the overall effect. And every trim detail shows the attention of Fisher Body craftsmen. Interiors keyed to body color are available in fawn, aqua, red, blue, and green.



Bel Air

so much to enjoy
at a popular price

Bel Air will be getting its share of second glances this year. For Chevrolet has made the 1962 Bel Air more luxurious than ever before. Upholstery and trim are rich and colorful, and *every* Bel Air model has a fully carpeted floor. To go along with this new distinctiveness is the convenience of the '62 Chevrolet's full-size roominess. Head room, hip room, leg room are more than ample in every model. Doors are big and wide. And Chevrolet's trip-sized trunk features a special deep well for extra-tall items. Despite its spacious interiors, the Bel Air (as every '62 Chevrolet) has retained the trim figure outside that makes handling and parking a breeze. And both 2-Door and 4-Door Sedans feature slim-pillar design. For your further enjoyment, the Bel Air's easy-to-handle price includes glove box light, automatic dome light, twin rear ashtrays, foam-cushioned seats front and rear, plus a distinctive steering wheel with thumb-button horn control.

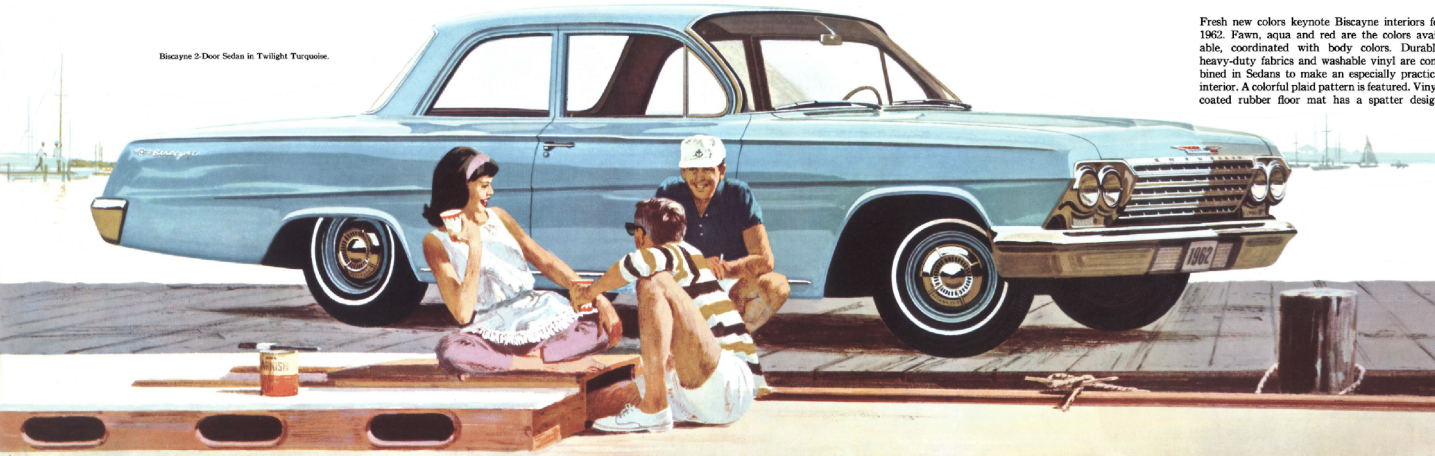


Bel Air 2-Door Sedan in Laurel Green.

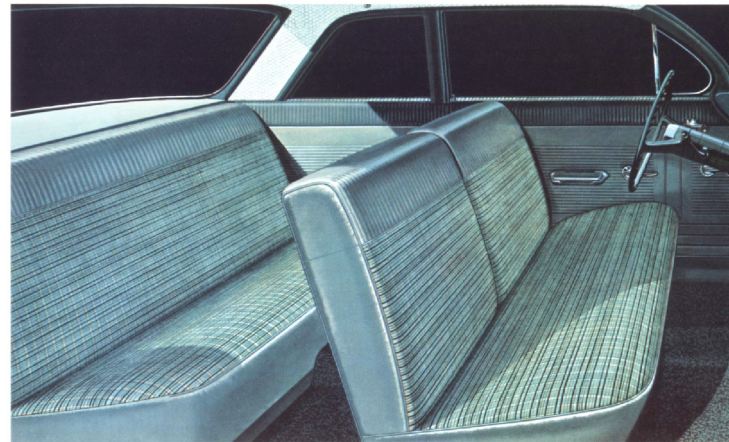


Bel Air 4-Door Sedan in Satin Silver.

Biscayne 2-Door Sedan in Twilight Turquoise.



Fresh new colors keynote Biscayne interiors for 1962. Fawn, aqua and red are the colors available, coordinated with body colors. Durable, heavy-duty fabrics and washable vinyl are combined in Sedans to make an especially practical interior. A colorful plaid pattern is featured. Vinyl-coated rubber floor mat has a spatter design.



Biscayne

thriftiest to buy of
all big Chevrolets

Seldom has a styling concept been so perfectly suited to an economy-priced line. The Biscayne's clean body lines and sculptured cove areas, combined with a minimum of exterior trim, give it a beautiful simplicity. New Sedan roof line is combined with stylish slender door pillars. And Biscayne's new big-car beauty is based on a Jet-smooth ride. A ride so smooth and quiet it would do justice to cars costing far more. Every Biscayne model comes complete with such *quality extras* as electric windshield wipers, foam-cushioned front seat, front armrests, dual sun visors, cigarette lighter, glove box lock and crank-operated ventipanes . . . *at no extra cost!* It all adds up to the kind of car value that makes Chevrolet mean more to more people.



Biscayne 4-Door Sedan in Adobe Beige.

You're looking at the huge trunk of the '62 full-sized Chevrolet. Can you imagine any way to make it more usable? The sill is low (right at bumper level) to make lifting less of a problem. The lid is wide—making it easy to load from the side. There's loads of room—all of it easily reachable. And there's a special deep well in the center of the trunk floor for cargo that's tall. In all Sedans and Coupes the spare tire is tucked up out of the way on the forward ledge.



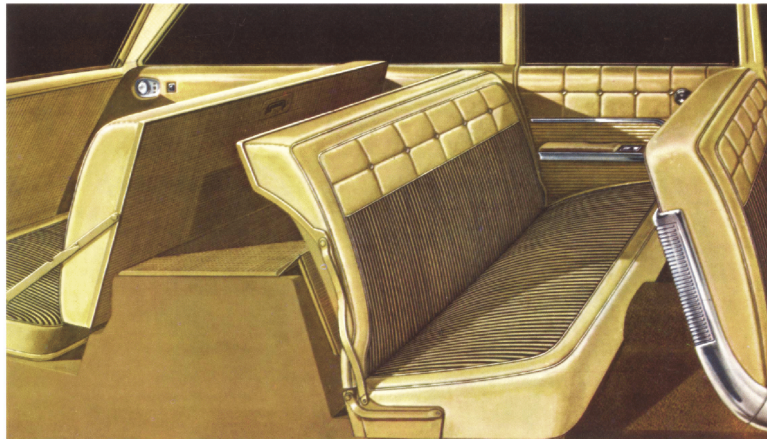


Impala 9-Passenger Station Wagon in Corona Cream.



Business end of Bel Air takes big loads with ease—Just look at the latitude for loading! The tailgate opening of this Bel Air, and every Chevrolet Wagon for that matter, actually measures 56.4 inches across. That's nearly five full feet. And it's 30.4 inches high . . . enough room for almost any cargo you'd ever want to carry. Inside, with the second seat folded flat, there's as much as 97.5 cu. ft. of load space. And by dropping the tailgate, you can get almost 10 feet of load length. The tailgate of every Chevrolet Wagon is counterbalanced to make lifting easier, and features a roll-down rear window. Electrically operated window is standard on 9-passenger Wagons, optional at extra cost on 6-passenger models.

At the right is the new Impala 9-Passenger Wagon—certainly one of the most distinctive Station Wagons in the big-car field. It is carpeted and comes with all Impala standard equipment. Upholstery is luxurious throughout, featuring tufted cloth seat bolsters with bright buttons. All three seats are foam padded. The rear-facing third seat has plenty of room for three, and a roomy foot well provides for passenger comfort.



Bel Air 9-Passenger Station Wagon in Nassau Blue.



Station Wagons

big family favorites
with function built in

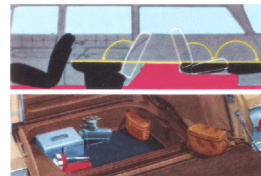
For 1962, there's a versatile new family of Chevrolet Station Wagons for you to pick from. Both Impala and Bel Air Series offer 6- and 9-passenger versions, in addition to the Biscayne 6-Passenger Station Wagon (lowest priced of all the big Chevrolet Wagons). That's a total of five wonderful Wagon models in all—each with 4-door convenience, remarkably simple seat conversion and a tailgate opening that's almost 5 feet wide. When there's hauling to be done, Chevrolet Wagons have up to 97.5 cu. ft. of stowage space ready to go to work for you. But when you're out on the town, there's scarcely a more luxurious way to go than in an Impala 9-Passenger Wagon.



Biscayne 6-Passenger Station Wagon in Roman Red.

Seats switch for cargo in 3 easy steps—There's no simpler seat conversion anywhere! You can completely convert a Chevrolet 9-Passenger Station Wagon from passenger seating to flat floor in just 3 steps. First, the seat cushion of the rear-facing third seat folds over. Then, in one motion, the seat back folds down level with the floor. Easiest of all is the second seat. Just release the safety catch, and bring the seat back forward. A hinged floor filler automatically gives a level cargo floor. And there are no loose pads to pull out and store away.

Out of sight stowage for special valuables—Beneath the rear cargo floor of every Chevrolet Wagon is a roomy hidden compartment. In 6-passenger Wagons it measures a total of 10.5 cu. ft., and is over a foot deep. The compartment is reached through a handy hinged cover, and provides an ideal place to put valuables. A key lock is optional at slight extra cost.



Value

that comes from forward-thinking design, careful craftsmanship

Chevrolet has the enviable reputation of being a wonderful car to own and drive . . . a valuable property when it comes time to trade. This is true because Chevrolet's brand of values is built in from the ground up. A perfect example is Chevrolet's Jet-smooth ride. It's a ride to equal those of cars costing much more, because Chevrolet engineers have taken special pains to make it velvet soft and whisper quiet. Much of the credit goes to the superiority of Full Coil suspension . . . featuring four big,

husky coil springs that soak up bumps like a sponge. And these coil springs never squeak, never wear out. To further smooth and silence Chevrolet's ride, over 725 points are individually insulated and cushioned with sound and vibration dampening materials. Extra eight-thick butyl rubber body mounts (except Convertible) are scientifically placed to achieve the maximum shock absorbing effect. Even the steering shaft is cushioned to keep annoying vibrations from reaching the driver through the wheel. This quality engineering is what makes Chevrolet's Jet-smooth ride the **one great ride** in its field — gives Chevrolet its reputation for extra-value features. **Safety-Girder Frame** provides the solid foundation for Chevrolet's great ride and stability. It's X-built for extra rigidity, with a heavy steel center support. Box-section body side rails offer extra side protection.



Body by Fisher features famous Unisteel construction. Sturdy roof, body and floor panels are welded together to form a single unit designed to give years of satisfying service. For 1962, a new inner front fender guards against the harmful effects of slush and road salt. Fisher Body's craftsmanship assures you of the solid, tight fit of body parts which folks have come to expect from Chevrolet.

Full Coil Suspension helps to give Chevrolet its marvelous handling qualities, as well as its outstanding ride. Its four-link rear suspension gives designed-in resistance to side-sway . . . virtually eliminates rear-end squat on acceleration. Lean on cornering is cut to a minimum by Chevrolet's advanced suspension design, combined with its four deep coil springs.

Ball-Race Steering Gear is something every full-sized car should have. In Chevrolet, it's almost foolproof action makes for surprisingly light steering and easy parking. And its quick response makes Chevrolet just about the most precise handling full-sized car on the road.

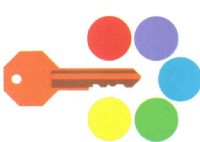


Safety-Master Brakes have proved their outstanding performance and wear characteristics in years of owner driving. Big brake cylinders give plenty of power for quick, steady stopping with less pedal pressure. Bonded brake linings allow more of the lining's thickness to be used . . . adding miles and miles to brake lining life. And Chevrolet's special air-cooling wheel slots keep brake temperatures down to help resist fading in stop after stop.

Plus

a host of quality extras

New Corrosion-Resistant Mufflers for '62 will make a solid contribution toward cutting your maintenance costs. Chevrolet's new mufflers are made with aluminum and zinc coating that gives vital corrosion protection in strategic areas.



5-Position Ignition Switch has "Lock," "Off," "On," "Start," plus the convenience of a separate "Accessory" position. Allows operation of radio and heater without the battery drain of the engine ignition system. When left in "Off," car can be operated without a key.

Single-Key Locking System lets you unlock doors, glove box, ignition and trunk all with the same key. And Chevrolet's push-button door locks mean you can lock any door without a key. Best of all, rear doors of every full-sized Chevrolet feature Safety Door Locks to keep them from being opened accidentally from the inside.

Magic-Mirror Finish gives every Chevrolet a deep-down, long-lasting luster. Its acrylic base protects against chipping . . . resists sun-fading and the corrosive effects of salt and road tar. For 1962, there are 14 Magic-Mirror colors (9 of them brand new), and 10 two-tone combinations. Two-toning not available on Convertible.



High-Level Ventilation helps to supply cleaner, fresher outside air for driver and passengers. Air scoops at cowl level, above low-lying dust and exhaust fumes, take in air for ventilation. This design is especially valuable in bad weather when windows are likely to be closed.



Electric Windshield Wipers give a steady wiping speed, regardless of engine speed, won't slow down as you accelerate. And Chevrolet's parallel-action wipers clear the windshield in an overlapping pattern, eliminating the center blind spot. Two-speed electric wipers with windshield washers are optional at extra cost.

Crank Operated Ventipanes are another example of the extra value you get, *at no extra cost*, in Chevrolet. To open or close the side vents, you just crank them to the desired position.

Stationally Balanced Wheels and Tires—a special step in the production of each and every Chevrolet—assure that wheels roll easily, tires enjoy maximum life.

Foot Operated Parking Brake operates simply, sets firmly, releases safely. When you set the brake, a "T" handle on the dash pops out and the foot pedal returns to its normal position. To release, you just pull the handle. Ratchet action lets you take up any slack with extra foot strokes.



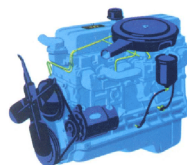
De Luxe Air Flow Heater, Standard equipment on all full-sized Chevrolets for '62. Features an air-blending system that gives instant temperature control. High-level outside air intake. Fan, Def., Heat and Air controls are conveniently grouped in an illuminated panel.

CHEVROLET

Power Teams

a choice for every driving need

Again in '62, Chevrolet offers a wide range of engines and transmissions to help you build a power team specifically for your kind of driving. And many of the engines and transmissions you'll want to choose from are new designs for 1962. Check this run-down on Chevrolet power teams—consult the handy power team chart to see how you can fit one to your needs.

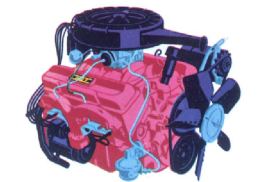


6 ENGINES

135-hp Hi-Thrift 235. This famous Chevrolet 6 has proved its dependability and economy over many millions of owner-driven miles. Among its outstanding features are precision-balanced forged steel crankshaft (for smoother operation, long life), standard automatic choke and advanced valve-in-head design featuring hydraulic valve lifters that never need adjusting. '62 improvements: a new oil-wetted air filter made of easy-to-clean polyurethane and a new partial-flow oil filter as standard equipment. Compression ratio: 8.25 to 1.

170-hp Turbo-Fire 283. Chevrolet's standard V8 engine combines lively V8 performance with budget-watching fuel economy. Its economy-contoured camshaft delivers more torque—more efficient performance—in the low and middle speed ranges where most of your driving is done. A thrifty 2-barrel carburetor helps squeeze more miles out of every gallon of money-saving regular gas. This year, automatic choke operation has been made even more reliable. And a new air cleaner inlet quiets the flow of air through the carburetor. Other standard equipment features include hydraulic valve lifters, positive shift starter and full-flow oil filter. Displacement: 283 cu. in. Compression ratio: 8.5 to 1.

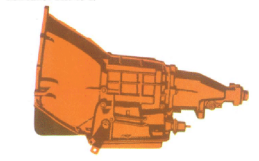
250-hp Turbo-Fire 327.* Here's a totally new 327-cu.-in. V8 engine for '62. It's light in weight, with high power output—resulting in new operating efficiency and outstanding performance. Cast iron cylinder heads of new composition give greater strength. Special water passages



provide better spark plug cooling. Full-pressure lubrication system with full-flow oil filter, 4-barrel carburetor, hydraulic valve lifters, automatic choke, dry-type air cleaner and dual exhausts with resonators are all standard equipment. Compression ratio: 10.5 to 1.

300-hp Turbo-Fire 327.* Refinements boost the power output on this modified version of Chevrolet's 327-cu.-in. V8. A larger 4-barrel carburetor (featuring aluminum construction), oversized inlet valves and a larger dual exhaust system provide the key to its 300-hp rating. Compression ratio: 10.5 to 1.

350-hp Turbo-Fire 409.* This is a husky 409-cu.-in. V8 that turns out 420 lb-ft. torque. Special features include a large-throat 4-barrel aluminum carburetor, dual-smoke air cleaner, large-passage intake manifold, high-performance camshaft with mechanical valve lifters, tough-surface crankshaft bearings and extra-strong pistons. Its cast iron cylinder heads feature large valves and smooth ports. Automatic choke, full-flow oil filter and dual exhausts are standard. Compression ratio: 11.0 to 1.



4 TRANSMISSIONS

Standard 3-Speed Synchro-Mesh. This dependable, easy-shifting transmission is standard on all Chevrolet models, and is designed to be teamed with any of Chevrolet's six engines for 1962. Gear ratios matched to engine.

Overdrive.* Chevrolet Overdrive will help you get the top economy the engine is designed to deliver. It cuts the number of engine revolutions for each turn of the wheels, saving gas, reducing engine wear.

4-Speed Synchro-Mesh.* Offered as a high-performance partner with Chevrolet's 327- and 409-cu.-in. engines. Four fully synchronized forward speeds. Down-shifts smoothly at all speeds. Floor-mounted shift lever.

Powerglide.* When you choose Powerglide you get the most dependable, most thoroughly proved automatic transmission available. Among the characteristics which have made Powerglide the biggest selling automatic in its class are low cost, long life and liquid-smooth shifting. A new version, featuring low-weight aluminum construction, will be used with 327-cu.-in. V8 engines for 1962.

1962 CHEVROLET POWER TEAMS					
STANDARD ENGINES	3-SPEED SYNCHRO-MESH	OVERDRIVE*	4-SPEED SYNCHRO-MESH	POWERGLIDE*	
135-hp Hi-Thrift 235	3.36:1 axle** 3.70:1 axle	N.A.	3.36:1 axle	3.36:1 axle	
170-hp Turbo-Fire 283	3.36:1 axle 3.70:1 axle	N.A.	3.36:1 axle	3.36:1 axle	
OPTIONAL V8†					
250-hp Turbo-Fire 327	3.36:1 axle	N.A.	3.36:1 axle 3.08:1 axle†	3.36:1 axle	
300-hp Turbo-Fire 327	3.36:1 axle	N.A.	3.36:1 axle 3.08:1 axle†	3.36:1 axle	
350-hp Turbo-Fire 409	3.36:1 axle	N.A.	3.08:1 axle†	N.A.	
409-hp Turbo-Fire 409	3.36:1 axle	N.A.	3.08:1 axle†	N.A.	

*Optional at extra cost.

**3.55:1 in Station Wagons. N.A.—Not Available. †3.36:1 with close-ratio transmission.

Comfort and Convenience

with '62 Chevrolet options and custom features



Power Steering.* Smooth, almost effortless control that responds instantly to your touch. Hydraulic pressure does up to 80 per cent of the work of taking the car out of handling and parking. Yet, you still have excellent road

feel, even at highway speeds. Low (24:1) overall steering ratio gives quicker response. Coming out of turns, wheel returns smoothly and surely.



Power Brakes.* For 1962, you can put greater stopping ease and safety at the tip of your toe. A large power cylinder increases braking force by up to one-third, with the same pedal pressure. Wide, low pedal assures fast, sure application. Large vacuum reserve supplies braking power even after the engine is shut off.

Power Windows.* A touch of the finger-tip control moves side windows up or down. Electric motor provides quiet power. Driver's master control operates all windows. Passengers have individual control at each window. Available on all Impala and Bel Air models.

6-Way Flexomatic Power Seat.* Versatile, power-operated front seat adjusts to any position. Three-button control panel lets you move the seat fore and aft, up and down, or tilt it forward or back. (Available with all Impala and Bel Air models.)

All-Weather Air Conditioning.* Improved, quieter unit offers year-round driving comfort for any 1962 Chevrolet. Keeps you cool and fresh in summer, warm as toast in winter. System provides de-humidified air that is virtually dust- and pollen-free inside the car. Outlets are located for maximum comfort.



New De Luxe Push-Button Radio.* New all-transistor radio takes 30% less current to operate, built to deliver longer life. It's acoustically engineered for Chevrolet interiors and features automatic volume control to prevent station fading. Five push buttons can be easily set to any station.

Positraction Rear Axle.* Wherever the footing is unsure—in snow, mud, sand and gravel—Positraction transfers power to the wheel with the grip. Available for all 1962 Chevrolet power teams.

Soft-Ray Tinted Glass.* Helps shield you from the sun's heat and glare—reduces the brilliance of oncoming headlights. Windshields and Bel Air Sport Coupe rear windows feature a graduated dark band at the top to give additional protection against glare from overhead. Soft-Ray tinted glass is available for all windows, or for windshields or Bel Air Sport Coupe rear windows, separately.

*Optional at extra cost.

Specifications

Body—All-welded Fisher Unisteel construction, sealed and insulated, acoustically hushed, extra-large rubber mountings (except Convertible). Double-walled cowl, extra-heavy side rails and integral body cross-members. High-Level ventilation and built-in blended-air heater and defroster system. Magic-Mirror acrylic lacquer finish. Crank-operated ventipanes. Roll-down rear window in Station Wagons, power operated in 9-passenger models. Single-key locking system, keyless door locking, pushbutton door handles. Interiors color-keyed to car exterior, all-vinyl sidewall trim.

Biscayne Standard Features—Distinctive trim and identification, dual electric parallel-action windshield wipers, directional signals, enclosed steering column, 17" recessed-hub steering wheel with horn button, foam-cushioned front seats, front armrests, two coat hooks, dual adjustable sun visors, cigarette lighter, glove compartment lock. Nylon-blend pattern cloth seat upholstery and cloth headlining (pattern vinyl in Station Wagon). Color-keyed vinyl-coated rubber floor mats.

Bel Air Additional Features—Extra-quality trim and identification, foam-cushioned rear seats, nylon-blend pattern cloth seat upholstery. Vinyl headlining in Sport Coupe and Station Wagons, cloth in other models. Recessed-hub steering wheel with dual thumb button horn control, rear armrests, glove compartment light, automatic interior light switches at front doors. Full carpet floor covering—plus Biscayne general features.

Impala Additional Features—Luxury trim and distinctive identification, aluminum front seat end panels, extra-long armrests with finger-tip door release. Special sports-styled steering wheel with dual thumb button horn control. Electric clock and parking brake warning light. Safety reflectors in lower door panels. Rich nylon-blend seat upholstery (pattern vinyl in Convertible), full carpet floor covering, vinyl headlining. Dual backup lights—plus Biscayne and Bel Air general features. Super Sport equipment including all-vinyl trim, bucket front seats, and other features optional at extra cost for Sport Coupe and Convertible.

Engine—135-hp HI-THRIFT 235: 6-cylinder 235.5-cu.-in. displacement, 8.25:1 compression ratio, single barrel carburetion, single exhaust. 170-hp TURBO-FIRE 283: V8, 283-cu.-in. displacement, 8.5:1 c.r., two-barrel carburetion, single exhaust. 250-hp TURBO-FIRE 327*: V8, 327-cu.-in. displacement, 10.5:1 c.r., four-barrel carburetion, dual exhaust. 300-hp TURBO-FIRE 327*: V8, 327-cu.-in. displacement, 10.5:1 c.r., large four-barrel carburetion, dual exhaust. 380-hp TURBO-FIRE 409*: V8, 409-cu.-in. displacement, 11.0:1 c.r., large four-barrel carburetion, dual exhaust. 409-hp TURBO-FIRE 409*: V8, 409-cu.-in. displacement, 11.0:1 c.r., twin four-barrel carburetion, dual exhaust. 1962 Chevrolet engines feature valve-in-head design, aluminum pistons, forged steel crankshaft, positive-shift starter, and automatic choke. Hydraulic valve lifters on all except 409-cu.-in. V8 engines which have mechanical lifters. Both 409 V8s have special camshaft, heavy-duty features and oil-wetted air cleaner. All other V8 engines have dry-element type air cleaner. Full-flow oil filter on all V8 engines. 135-hp Hi-Thrift 235 has oil-wetted air cleaner and partial-flow oil filter. Temperature-controlled viscous drive fan on all 327- and 409-cu.-in. V8 engines.

Transmission—POWERGLIDE*: Two-speed three-element torque converter with hydraulically controlled planetary gears. Positive parking lock. Selector sequence Park-R-N-D-L. 4-SPEED SYNCHRO-MESH*: Aluminum case, all-helical gear design, all forward gears fully synchronized. Choice of ratios with 409-cu.-in. V8s. Central floor-mounted shift lever. OVERDRIVE*: 3-Speed Synchro-Mesh plus 2-speed planetary overdrive, engaged semi-automatically above approximately 30 m.p.h. 3-SPEED SYNCHRO-MESH: All-helical gear design with high torque capacity. Gear ratios matched to engine type.

Clutch—Single plate dry disk with two facings, spring cushioned, permanently lubricated release bearing. 9.5-inch diaphragm spring type with 135-hp Hi-Thrift 235 engine. 10-inch diaphragm spring type with 170-hp Turbo-Fire 283 (semi-centrifugal type with Overdrive transmission). 10.5-inch semi-centrifugal diaphragm spring type with 250- and 300-hp Turbo-Fire 327. 10.5-inch semi-centrifugal coil spring type with 380- and 409-hp Turbo-Fire 409 V8 engines.

Chassis—SAFETY-GIRDER FRAME: Rigid, tunnel-center X-built. FULL COIL SUSPENSION: Four coil springs with double-acting shock absorbers and built-in leveling action front and rear. Ride stabilizer except on 6-cylinder Bel Air and Biscayne Sedans and Bel Air Sport Coupe. WHEELS AND TIRES: 14" wheels,

7.50 x 14 4-ply rating blackwall tubeless tires—exceptions: 7.00 x 14 4-ply rating on Biscayne Sedans with standard 6 or V8 engines and manual-shift transmissions; 8.00 x 14 4-ply rating on all Station Wagons and with 409-cu.-in. V8 engines. SAFETY-MASTER BRAKES: 11" hydraulic, bonded linings, 199.5-sq.-in. area. Foot-operated mechanical parking brake. STEERING: Precision Ball-Race gear, overall ratio 28:1 standard, 24:1 with power steering*. REAR AXLE: Hypoid, semi-floating, four ratios tailored to power teams. FUEL CAPACITY: Station Wagons, 19 gallons, all others 20 gallons. ELECTRICAL: 12-volt system, 30-ampere generator (35-amp. with 409-cu.-in. V8 engines), 54-plate battery (66-plate with 327- and 409-cu.-in. V8 engines).

Dimensions—Wheelbase, 119". Front and rear tread, 60.3" and 59.3". Overall: length 209.6", width 79.0", height—Convertible 55.0", Station Wagons 56.0", all others 55.5".

Optional Equipment*—Power steering. Power brakes. Power windows**. Flexomatic 6-way power front seat**. Power tailgate window (Standard on 9-Passenger Wagons). Station Wagon split second seat and lock for concealed storage compartment. Seat belt (one or two). Vented full wheel covers. Heavy-duty springs. Heavy-duty shock absorbers**. Positraction rear axle. Heavy-duty clutch**. Temperature controlled fan**. Heavy-duty radiator. Special sintered-metallic brake linings. Soft-Ray tinted glass. Padded instrument panel. De Luxe steering wheel**. Extra-heavy foam-cushioned front seat**. All-Weather** or Cool-Pack air conditioner. Two-Tone finish**. Super Sport Equipment**. De Luxe Body Equipment Group A. Whitewall tires. Oversize and special tires**. Pushbutton or manual radio and antenna. Heavy-duty generator** or DelcoTrons. Heavy-duty battery. Two-speed electric windshield wiper and pushbutton windshield washer. Tachometer**. Crankcase ventilation equipment. Economy carburetor for 135-hp Hi-Thrift 235. Special police or taxicab equipment**. Full line of Custom Feature accessories.

*Optional at extra cost. **Availability determined by either model or equipment.

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